





## Intimations.

W. BOFFEY & Co.  
TAILORS.

2, D'AGUILAR STREET.

Have an entirely New Stock of WOOLLENS to suit the Present and Coming Season.

Consisting of:—

FANCY SUITINGS, DRESS, FROCK and MORNING COAT SUITINGS, ULSTER and  
OVERCOATINGS, BREECHES and RIDING MATERIALS in variety.

FANCY VESTINGS, TATTERSALLS and others.

Hongkong, 21st October, 1896.

[165]

Today's  
Advertisements.

HONGKONG RIFLE ASSOCIATION.

INTERPORT MATCH.

PRACTICE COMPETITIONS.

THE THIRD COMPETITION of the above  
Series will take place TO-MORROW  
(SATURDAY), over the 100, 500 and 600 yards  
distances, under usual conditions.Firing will commence sharp at 2.30 P.M.  
Members practicing for the INTERPORT  
MATCH TEAM are particularly requested to  
attend this, the last but one of the Practice  
Competitions before the match.

F. SMYTH,

Honorary Secretary.

Hongkong, 23rd October, 1896.

[1639]

"GLEN" LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON AND  
STRAITS.THE Steamship  
"GLENGLYLE."having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods are being landed at their risk into the  
Godowns of the Hongkong and Kowloon Wharf  
and Godown Company, Limited, at Kowloon,  
whence delivery may be obtained.Optional Cargo will be forwarded unless  
notice to the contrary be given before Noon  
TO-DAY.Cargo remaining undelivered after the 30th  
instant will be subject to rent.  
No Fire Insurance has been effected.  
Consignees are requested to present all Claims  
for damages and/or shortages not later than the  
6th November, otherwise they will not be  
recognized.All broken, chafed and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 30th instant, at 11 A.M.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 23rd October, 1896.

[1640]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW.

THE Company's Steamship

"FORMOSA."

Captain Robison, will be despatched for the  
above Port on SUNDAY, the 25th instant, at  
Daylight.For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.

Hongkong, 23rd October, 1896.

[1638]

FOR SHANGHAI.

THE Steamship

"LOONGMOON."

Captain F. W. Schell, will be despatched for the  
above Port on TUESDAY, the 27th instant,  
at 4 P.M.For Freight or Passage, apply to  
SIEMSEN & Co.  
Hongkong, 23rd October, 1896.

[1639]

## Intimations.

DAKIN, CRICKSHANK &  
COMPANY, LIMITED,  
VICTORIA DISPENSARY,  
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &amp;c.

"DAKIN, CRICKSHANK & Co.'s WATERS are  
made under the constant supervision of a duly  
qualified English Chemist and will bear com-  
parison with the best English Manufactures.Special terms to HOTELS, CLUBS, MEN'S and  
other Large Consumers.Any complaints should be addressed to the  
Manager.

Hongkong, 23rd May, 1896.

[1427]

## NOTICE.

WE have THIS DAY established ourselves  
in this Port as GENERAL IMPORT  
and EXPORT MERCHANTS.COLLINS BROS.,  
No. 39, Queen's Road Central,  
Hongkong, 10th October, 1896.

[1584]

JUST RECEIVED

A SHIPMENT "WAVERLEY" BICYCLES.  
Highest of all High Grades.  
COLLINS BROS.,  
Agents,  
No. 39, Queen's Road Central,  
Hongkong, 10th October, 1896.

[1585]

## REUTER'S MESSAGE.

## TRAFALGAR DAY.

ENTHUSIASTIC CELEBRATION IN  
LONDON.THE AWAKENING OF GREAT BRITAIN TO THE  
IMPORTANCE OF THE NAVY.

London, October 21st.

Trafalgar Day was to-day generally celebrated  
in London under the auspices of the Navy League.  
Nelson's Column in Trafalgar Square was  
entwined by a colossal wreath from top to  
bottom.Great crowds were present in the Square and  
patriotic speeches were made.  
Mr. Goschen declined to lend a guard of  
honour of marines and blue-jackets.The papers all concur in the opinion that the  
demonstration implied nothing hostile to foreign  
nations, but only the awakening of Great Britain  
to the importance of the Navy.

## LOCAL AND GENERAL.

THE *Ernest Simons* left Saigon to-day at 3 p.m.  
for Hongkong.A CRICKET match will be played to-morrow,  
commencing at 11 a.m.A CHILDREN'S service will be held at the Peak  
Church on Sunday next, 25th inst., 4.30 p.m.  
Hymns—Nos. 339, 334, 291, and 346.THE French Government have recalled M.  
Laroche, the French Resident-General in Ma-  
dagascar, and have appointed General Gallien,  
the commander of the troops in the island, as his  
successor.We notice that the roof of the hospital ship  
*Messina* has at last been repaired, and as she is  
still afloat we presume that her bottom has not  
dropped out from the shock of the blows of the  
hammer on her upper works.XMAS PARCELS: We are requested to state that  
parcels for the United Kingdom posted before  
3 p.m. on Wednesday, the 4th November, are  
due in London on 16th December. Senders of  
parcels are requested to post them a few days in  
advance.A PETITION, signed by 13,000 residents of the  
Cape Colony, Natal, and the Transvaal, has been  
forwarded to the Directors of the British South  
African Chartered Company praying for the  
reinstatement of Mr. Cecil Rhodes as the  
managing director of the Company.THE mining township of Coo in Western Aus-  
tralia seems to be anything but a paradise. The  
inhabitants go 18 miles to sea for water, bread  
is 1/- per lb., and whisky 3/- per bottle, and  
water is almost as expensive. Things are ex-  
pected to improve when the railway reaches  
there about next March.THE Kowloon Fringe is badly in need of repair.  
The concrete road only extends back for a few  
feet from the sea wall, with the result that the  
unconcreted road, behind is constantly being  
damaged by the sea. The road, too, is only made  
of soft stuff and consequently exposes the con-  
creted part to the danger of being undermined,  
as occurred in the typhoon of July last.MESSRS. L. M. ALVARES & Co. have started  
business in D'Aguiar Street in a very sensible  
manner. What they have in stock is of good  
quality, bearing well known brands, while their  
California hams are of rare quality and selling  
at a figure that makes one wonder how there  
can be any profit in such business in the days  
of high rents and very low down exchange.  
Competition on the trans-Pacific route no doubt  
accounts for fairly cheap freights, though, so  
Frisco goods can now reach the market pretty  
easily and cheaply.THE new mosque of the Hongkong Regiment  
was opened to-day in the presence of the  
Officers and men of the regiment. The band  
played Indian airs during the ceremony. This  
mosque, which makes one of the prettiest views  
in Kowloon, has been built entirely by subscrip-  
tions raised from the men of the regiment. It  
faces east and is built round a courtyard,  
forming three sides of a square. The view from  
the road running by the Officers' Mess is  
exceedingly picturesque and we must congrat-  
ulate "Our Very Own" on their new acquisition.At the Police Court this morning a coolie was  
charged with creating a disturbance in Messrs  
Robinson & Co.'s shop. He had been arrested  
on a charge of wilfully smashing a window, but  
he was discharged for want of evidence. He  
then went to the shop and demanded \$3 which  
he said was owing to him for wages, he having  
been discharged from Messrs Robinson & Co.'s  
employ. He looked very fierce and made a  
great noise and so a policeman was called in to  
remove the nuisance. The prisoner was bound  
over to be of good behaviour—for ever and ever.On the 8th instant Lord Rosebery addressed a  
letter to the Liberal Whip resigning the leader-  
ship of his party. In this letter he says:—"I  
find myself in apparent difference with the mass  
of the Liberals on the Eastern Question, and in  
some conflict of opinion with Mr. Gladstone,  
and I receive implicit support scarcely any-  
where." The resignation of Lord Rosebery is  
generally ascribed to Mr. Gladstone's interven-  
tion in the Armenian question and Sir Vm.  
Harcourt's persistent ignorance of Lord Rosebery's  
existence.

## MEMORANDA.

To-DAY, 23rd October.  
An Interim Dividend of 1 per cent. on shares of  
the Wanchai Warehouse and Storage Co.,  
Ltd., will be paid to-day.8.30 p.m.—Performance in the Hall of Mysteries,  
Duddell Street.To-MORROW, 24th October.  
Tenders for repairs to the British  
barque *West York* will be received at  
Messrs Dodwell, Carrill & Co.'s office up to  
noon.2.30 p.m.—Competition of the Hongkong Rifle  
Association at Kowloon.

9 p.m.—Meeting of Victoria Chapter.

THE popularity of the Hall of Mysteries seems  
to be well maintained, and as the performances  
have hitherto commenced too late for the "small  
67" to attend the management have arranged  
to give a matinee on Saturday, 24th inst., com-  
mencing at 5.15 p.m. This is just the kind of  
show to amuse the little ones.THE rumour that Dr. Jameson is to marry the  
Dowager Countess of Dudley, daughter of Sir  
Thomas Moncreiffe and widow of the first Earl  
of Dudley, who died in 1885, is revived by the  
frequent visits which the Countess has lately  
been paying to the prisoner in Holloway Gaol  
and by her interest in his trial.TRAFALGAR Day was generally celebrated in  
London under the auspices of the Navy League.  
The Nelson Column in Trafalgar Square was  
entwined by a colossal wreath from top to  
bottom. Great crowds were present in the  
Square and patriotic speeches were made. All  
the great London dailies concur in the opinion  
that the demonstration implied nothing offensive  
to foreign nations, but only the awakening of  
Great Britain to the importance of the Navy.THE fact that Japan possesses in the *Yoshino*  
the fastest cruiser, but one afloat seems to have  
escaped notice. The Argentine cruiser *Buenos  
Ayres* is the only ship of her power that could  
outrun her, the speeds being *Yoshino* 23 and  
*Buenos Ayres* 23.4 knots. The *Powderful* and  
*Terrible*, our fastest cruisers, can only steam 22  
knots, so that, in the event of complications  
arising with Japan, we should have nothing to  
send against this cruiser were she detached  
from the main fleet as a commerce-destroyer.THE merge attendance at the meeting of the  
Navy League this afternoon was anything but  
creditable to the British section of the commu-  
nity. Of course it was pleasant to go for a  
walk, or play tennis, or go for a trip in a launch,  
or attend a tea-party, but unless very good rea-  
sons could be shown for absence it was practi-  
cally the duty of every member of the League  
to be present at the first annual meeting.By their presence the members would  
have shown that they take an intel-  
ligent interest in the naval affairs of the  
Empire; that the patriotism of the average  
Britisher has not yet died out; that they can  
still see a little further than their ledgers,  
and that they feel grateful to the gentlemen who  
are working so hard to further the interests of  
those whose lot is cast in this island home.  
We shall give a full report of the proceedings in  
our next issue because we wish to put the  
speeches on record and let the whole world know  
that the Hongkong branch of the Navy League  
is what business men term a "going concern."We find in a native Indian paper, the *In-  
dependent* in Bombay, some very sensible remarks,  
about the epidemic in Bombay. It says:—"Bubonic  
plague, or black plague, or a malignant type of  
fever, or whatever you like to call it, that has  
taken Bombay by surprise and spread great  
consternation among the people everywhere, at  
another verification of the truth in the adage,  
'In the midst of life we are in death.' The  
scare that has sprung up from the densely popu-  
lated part of the town, viz., Mandvi, and of which  
the first note was sounded in the last Wednesday's  
meeting of the Standing Committee, chiefly by  
two members of that body who shyly represent  
that ward on the board of the Corporation, has  
spread like wildfire and the different communities  
residing in 'Bombay the Beautiful' (the  
appellation sounds rather harsh at this time of  
day) have become quite panic-stricken. As it  
were, a bolt has come from the blue in our  
midst in the form of this latest threat  
to the lives of the citizens, a threat  
which the superstitious and the philosophic may  
well reckon as a just punishment for the filth  
of those sins against purity, sanitation, and  
public health which has come to overflowing in  
this charming island of ours. It is a contagious  
type of disease that is undeniable. And any  
contagion is awe-inspiring for it loses no  
time in spreading over and catching other  
wards and parts with disastrous result. Even  
if it is a disease peculiar to the condition  
of Mandvi district alone, no effort should be  
spared to check its further growth. It has  
already passed its sporadic character, hence  
the more necessary for very vigilant action.  
What is the Corporation doing? It ought not to  
have waited till its coming monthly meeting in  
the first week of October. It ought to have  
called a meeting of urgency, and then, in con-  
junction with the Health Officer and Drainage  
Engineers, taken steps at once to meet the evil half  
way. The sanitary condition of Mandvi has  
never looked satisfactory. It is a standing  
reproach to the Corporation and the Municipality  
of Bombay, and now is the time to do heartily  
what has been so foolishly and thoughtlessly  
left undone, and leave the rest to nature. Nature  
is whimsical no doubt. She allows even  
sanitary wrongs for a time to pass unheeded,  
and then she comes down deliberately and  
defiantly to avenge with terrible vengeance the  
sin of omission and commission. The present  
malady may be a blessing in disguise. It may  
have come about to open our eyes and push us  
on to drastic and active measures of reforms.  
So now is the time to strike blows here, there,  
and everywhere to remove insanitation or defec-  
tion, which are the first and the most  
fruitful sources of all the diseases which man is  
unhappily heir to.A FEW months ago there was a most excellent  
proposal to build a ship to build and equip  
a cruiser, to be called her Majesty's ship *Arch-  
duke*, as a contribution towards the naval  
defence of the Cape of Good Hope, which is  
undertaken at present entirely by ships the funds  
for which are provided by the Imperial Exche-  
quer. The idea is that the ship when ready shall  
be kept in commission and in the highest  
state of efficiency, and that at all times a con-  
siderable portion of the crew shall consist  
of South African British lads, who shall learn  
the duties required of seamen on board  
a man-of-war in battle, and so produce a  
reserve of trained sailors at the Cape  
ready to take to the sea at a moment's  
notice whenever an emergency shall arise  
for the utilisation of their services. The idea is  
an excellent one, and it carried out may form the  
nucleus of a British Colonial Navy which will  
be the means of increasing British naval  
power to such an extent that we need not fear,  
not only any probable but any possible com-  
bination of naval powers.

## NAVY LEAGUE.

The first annual meeting of the Hongkong  
branch of the Navy League was held in the  
City Hall at 5 o'clock this afternoon. Mr. A.  
Coxon (President) presided and there were also  
present Mr. Gresham Stewart, Comdr. W.  
C. H. Hastings, R.N., F. Marshall (Committee)  
and Captains G. C. Anderson, Messrs. H.  
N. Mody, Granville Sharp, N. J. Eds,  
McGregor, Forbes, A. McConachie and two  
others.Before asking the members to pass the report,  
which was taken as read, the Chairman gave a  
most interesting and most satisfactory account  
of the work done during the year. He stated  
that a voluminous correspondence (which is  
open to the inspection of all members) has  
been carried on with the Executive Committee  
of the League in London; that an elaborate  
and carefully prepared statistical table, drawn  
up by Captain Hastings, showing that  
upward of £1,100,000 worth of British  
shipping is daily afloat between Singapore  
and Hongkong and so open to serious  
injury by an enemy's fleets; that the  
attention of the Executive Committee has  
been called to the fact that Naval Reserve  
officers and men should be allowed to resume  
service in any part of Her Majesty's dominions;  
that this branch of the League has made special  
representations to the parent League respecting  
the desirability of extending our frontiers over  
the neighbouring islands; that correspondence  
has been carried on with the Liverpool and  
other branches of the League endorsing the views  
of Lord Charles Beresford respecting the necessity  
for manning our fleet properly and having a  
very much larger Reserve than at present, and  
he wound up by expressing, in forcible language,  
the patriotic objects of the League. He also  
stated, amidst applause, that on Trafalgar Day  
the local Committee wired to the London  
Committee that "the Hongkong Branch  
unites in honouring the day."Owing to the late hour (6.10 p.m.) at which  
the meeting adjourned we are compelled to hold  
over a full report, which includes interesting  
speeches by Captain Anderson and Mr. Gran-  
ville Sharp. It should be mentioned, however,  
that the Hon. H. E. Pollock was elected Hon.  
Secretary, *vice* Mr. E. W. Mitchell, who has  
resigned; that the Committee was re-elected  
with the addition of Mr. Pollock's name as a  
member, and that a very hearty vote of thanks to  
the Chairman and the Committee was carried by  
acclamation.

## THE REPORT.

The following is the report of the Hongkong  
Branch of the Navy League for the year ending  
30th September, 1896, that was taken as read:—  
At a meeting of the China Association (Hong-  
kong Branch) held on the 22nd August, 1895, it  
was unanimously agreed to form a branch of the  
Navy League in Hongkong, and all the members  
of the China Association present signified their  
intention of joining it.On the 12th September following, 54 members  
having been enrolled, a meeting was held to  
form a Committee and the following gentlemen  
were elected:—Mr. R. Cooke, Mr. A. Coxon, Mr.  
J. J. Francis, Q.C., Mr. W. C. H. Hastings,  
R.N., Mr. A. M. Marshall, Mr. E. W. Mitchell,  
Mr. R. Sheehan, Mr. G. Stewart, and Captain A.  
Tillot, R.N.R.This Committee appointed Mr. Atwell Coxon  
as President, and Mr. E. W. Mitchell Honorary  
Secretary for the year. There are at date 86  
Members (and 23 Associates on the books of  
this Branch. The accounts have been kindly  
audited by Mr. L. Kennard Davis.ATWELL COXON,  
President.

Hongkong, 30th September, 1896.

## THE BALANCE SHEET.

In Accord with the Honorary Secretary.

1895/96  
To remittance to London.....\$75.37  
" stationery..... 120 15  
" advertising..... 36 50  
" Edgar relief fund..... 50 00  
" subscription to Trafalgar day celebra-  
tion fund..... 46 85  
" Postages and posties..... 26 40  
" Balance with Hongkong and Shang-  
hai Bank..... 312 69  
\$867 061895/96  
By subscriptions from 86 members.....\$123.00  
" subscriptions from 23 associates..... 44 00  
\$167 00

E. &amp; O. E.

E. W. MITCHELL,  
Hon. Secretary.Audited and found correct,  
L. KENNARD DAVIS,  
Hongkong, 30th September, 1896.

## NAVAL NOTES.

The *Alacrity*, with Admiral Sir A. Buller  
on board, is due at Shanghai to-morrow.  
H.M.S. *Archer* is now at Chefoo, and the  
"Flying Dutchman," otherwise H.M.S. *Ethel*, is  
at Shanghai. There is no truth in the rumour  
that Admiral Buller is thinking of shifting his  
flag to the *Ethel*. The *Centurion* has been found  
to be quite suitable for a flagship.The storeship *Hummer*, the battleship *Con-  
tention*, the gunboat *Rattler*, the cruiser *Eolus*  
and the tiny gunboat *Fishhawk* are in Japanese  
waters—the first three at Nagasaki and the latter  
at Yokohama and Kobe respectively.Her Majesty's ships *Immortalist* and *Passark*  
are at Chemulpo, Korea.H.M.S. *Swift* is still undergoing repairs at  
Nagasaki.The weight of projectiles thrown by the "end-  
on" guns of the three new United States battle  
ships, mentioned in last night's issue, amounts to  
no less than 3,540 lbs., or 1,090 lbs. more than is  
thrown by the whole of the heavy guns of the  
*Centurion*. These figures alone show the  
tremendous power of the ships as compared  
with our own or those of other nations.THE WHITE MAN WITH THE  
YELLOW MONEY.

THE TRUTH ABOUT JAPANESE COMPETITION.

Mr. R. P. Porter contributes to the *North  
American Review* a paper on this subject  
which is not calculated to allay the anxiety  
with which John Bull regards the future  
of his foreign trade. Mr. Porter, however, is not  
concerned about the bearing of Japanese com-  
petition on British trade; his attention is turned  
to the subject on account of the inroads which  
the Japanese are making into the American  
market, notwithstanding the McKinley tariff.  
He says:—The Japanese have, metaphorically speaking,  
thrown their hats into the American market,  
and challenged our labour and capital with goods  
which, for excellence and cheapness, seem for  
the moment to defy competition, even with the  
latest labour-saving appliances at hand.

## MR. PORTER'S REPORT.

That the Japanese abroad in attaining very  
substantial proportions, he proves by statistics  
as to the import of various Japanese articles into  
the United States. After quoting his statistical  
table, he says:—Within the last few months I have visited the  
districts in Japan and inspected the industries  
reported in the above table. The increase in  
the exports of textiles, which was over forty-fold  
in ten years, is due to the fact that Japan is a  
nation of weavers.The Japanese, it seems, are sending immense  
quantities of cheap silks and all kinds of cheap  
goods into America, but what they have done is  
as nothing to what they are about to do.The Japanese are making every preparation,  
by the formation of guilds and associations, to  
improve the quality and increase the uniformity  
of their goods.

## THE FATE OF LANCASTERSHIRE.

Incidentally Mr. Porter intimates that Lan-  
castershire may consider itself doomed. In Japan,  
he says, —Cotton spinning in 1889 gave employment to  
only 5,394 women and 2,539 men. In 1895, over  
30,000 women and 10,000 men were employed  
in mills that for equipment and output are equal  
to those of any country. The future of the  
cotton industry, at least to supply the Asiatic  
trade, is bound to be in China and Japan.  
England is doomed so far, as this trade is con-  
cerned and nothing can save her—not even  
bimetallism, as some imagine. Cotton mills are  
going up rapidly, both in Osaka and Shanghai,  
and only actual experience for a period of years  
will demonstrate which of these locations is the  
better. My own judgment, after a close examina-  
tion of every item in the cost of production, is  
Japan.Should Japan take up the manufacture of  
woollen and worsted goods as she has done  
cotton, her weavers could give Europe and  
America some surprises and disturb them  
who claim there is nothing in Japanese compe-  
tition. A constant supply of cheap wool from  
Australia makes it possible, while the samples  
of Japanese woollen and worsted cloth and dress  
goods which I examined while there indicate  
that in this branch of textiles the Japanese are  
as much at home as in silk and cotton. They  
are also doing good work in fine linen, though  
so far the quantities produced are small.The sudden influx of the Japanese umbrella,  
something like a 4,000,000 exported in 1894, has  
caused anxiety among umbrella makers in the  
United States, though at present most of the pro-  
duct goes to China. There are some of the  
facts that point to the importance of Japanese  
competition.

## MR. KANEKO'S PROPHECY.

The Japanese themselves have not hesitated  
to boast of their approaching triumph in the  
industrial field. Mr. Porter says:—When in Japan I had the pleasure of meeting  
among other statesmen and officials, Mr. Kaneko,  
Vice-Minister of Agriculture and Commerce. I  
found him a man of intelligence and force, and  
of wide experience in economical and statisti-  
cal matters. Educated in one of the great  
European universities, he is up to the spout of  
the age in all that relates to Japan, and her in-  
dustrial and commercial future.Mr. Kaneko recently made a speech to a  
Chamber of Commerce, in which he said:—The cotton spinners of Manchester are known  
to have said that while the Anglo-Saxons had  
passed through three generations before they  
became clever and apt hands for the spinning of  
cotton, the Japanese have acquired the necessary  
skill in this industry in ten years' time, and have  
now advanced to a stage where they surpass the  
Manchester people in skill.

## NELSON RELICS.

Although far far away from the scene of  
patriotic enthusiasm exhibited in London on  
Trafalgar Day it is perhaps comforting to  
feel that, thanks to those who were near  
and dear to "England's greatest hero," we  
are able at this time, and on the occasion  
of the first annual meeting of the local  
branch of the Navy League, to look  
over, and give facilities of, some Nelson  
relics which have been carefully preserved  
and published in the form of a neat little  
volume entitled "Nelson's Words and Deeds." In  
this volume, which should be in the  
possession of all members of the  
Navy League, we find a sketch  
of Nelson's career, and extracts from letters  
written by "the conqueror of a hundred fights"  
to his relatives and friends, as well as testimony  
of his noble character and love of country from  
the pens of naval officers who had the honour  
and pleasure of serving with him and witnessing  
his wonderful, his matchless fortitude while held  
firmly in the cold relentless grasp of Death.Amongst the relics preserved in the little  
volume above mentioned we find many that  
would now interest our readers, but as our space  
is limited we must content ourselves with one  
or two only.

## THE FAMOUS SIGNAL.

Lieut. John Pasco, R.N., who was Flag  
Lieutenant of the *Victory*, reported on the  
"famous signal" as follows:—His Lordship came to me on the poop,  
and after ordering certain signals to be  
made about a quarter to noon, he  
said:—"Mr. Pasco, I wish to say to the fleet  
'England confides' every man will do his  
duty" and he added: "You must be quick,  
for I have one more to make, which is for  
close action." I replied:—"If your Lordship  
will permit me to substitute *expecta* for *confides*,  
the signal will soon be completed, because the  
word *expecta* is in the vocabulary, and *confides*  
must be spelt." His Lordship replied in haste,  
and with seeming satisfaction, "That will do,  
Pasco, make it directly." When it had been  
answered by a few ships in the van, he ordered  
me to make the signal for close action, and to







## Intimations.

## KOPS ARE STILL RUNNING.

24 Gold Medals Awarded in 1894 &amp; 1895.



BRIGHT PURE SPARKLING Brewed and Bottled with Hops only

SOLE AGENTS:—WATKINS &amp; CO., HONGKONG.

52

**SOCIETE ANONYME DE TRAVAUX DYLE ET CACALAN**  
Capital: £ 300,000  
Head Office: 13, Avenue Matignon, Paris

WORKS IN EUROPE:  
At Levallois (LILLE), France  
At Levallois (LILLE), Belgium

Railways and Tramways, Plant and Rolling Stock, Carriages and Wagons, Wheels, and Axles combined, Permanent Bridges, Railways, Permanent and portable (demonstrable) Bridges for Piers, Caissons and other Frames, Steam Locomotives and Steamboats, Boilers and Steam Engines, Locomotives.

**CONTRACTORS**  
FOR  
Constructing and Working  
Railways and Tramways

Apply to Messrs. DODWELL CARLILL & Co., Hongkong, Agents for the above.

## EVERY CONSUMPTIVE

suffers greatly from extreme exhaustion and emaciation. There is no vitality, and recovery cannot be expected until the system has strength to fight the disease.

## Scott's Emulsion

is the most natural and most effective remedy in the world for all phases of Throat and Lung Diseases. It stops coughing, relieves local inflammation, overcomes the excessive wasting of the system, and gives flesh and strength. Its many uses in building up the system are due to its remarkable nourishing properties.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

## For Sale.

## FOR SALE.

HANDSOME FIRST CLASS MICROSCOPE—NOLSON MODEL—with all Optical Accessories, Chemicals and Apparatus necessary to study or research in any department of Microscopic Science; together with a number of Work on Microscopy and Correlative Subjects—Price, \$1,000.

Can be viewed on application at  
THE HONGKONG DISPENSARY,  
Hongkong, 22nd October, 1896. [163]

## FOR SALE.

The Belgian x 100 A 1 Iron Screw Steamer  
"ANVERS,"  
2,586 Tons Reg. Gross, 1,995 Tons Reg. Net.  
Lying in Hongkong Harbour.

For Particulars, apply to  
LAUTS, WEGENER & Co.,  
Agents for  
CAPTAIN & OWNERS.  
Hongkong, 22nd September, 1896. [148]

## Consignees.

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## Shipping.

## STEAMERS.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.  
FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Company's Steamship  
"SUISANG,"  
Captain Galsworthy, will be despatched as above  
TOMORROW, the 24th instant, at 3 P.M.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 20th October, 1896. [162]



NIPPON YUSEN KAISHA.

FOR KOBE AND YOKOHAMA.

THE Company's Steamship  
"KNIGHT OF ST. JOHN,"  
Captain A. H. Bille, will be despatched for the above  
Ports TOMORROW, the 24th instant, at 5 P.M.  
For Freight, apply to  
NIPPON YUSEN KAISHA.  
Hongkong, 19th October, 1896. [1618]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship  
"HAILONG,"  
Captain Davis, will be despatched for the above  
Ports on SUNDAY, the 25th instant, at  
Daylight.  
For Freight or Passage, apply to  
DOUGLAS LAURENCE & Co.,  
General Managers.  
Hongkong, 22nd October, 1896. [1635]

THE CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LIMITED.

FOR LONDON.

VIA STRAITS AND USUAL PORTS OF  
CALL.

(Taking Cargo at through rates for GLASGOW,  
LIVERPOOL, CONTINENTAL PORTS,  
RIVER PLATE, &c.)

THE Company's Steamship

"KEEMUN,"  
J. Barber, Commander, will be despatched as  
above on MONDAY, the 26th instant, at 5 P.M.  
For Freight, &c., apply to  
HOLLIDAY, WISE & Co.,  
Agents.  
Hongkong, 21st October, 1896. [1576]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR TIENTSIN.

THE Company's Steamship  
"KWEIYANG,"  
Captain Osterberg, will be despatched as above  
on MONDAY, the 26th instant, at 5 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 22nd October, 1896. [1636]

FOR NEW YORK, VIA SUEZ CANAL.  
THE "Warrack" Line Steamer

"ARGYLE,"  
Captain Wm. Ward, will be despatched for the  
above Port on TUESDAY, the 27th instant, at  
Noon.

To be followed by  
"MILBURN" Line Steamer  
"PORT PHILLIP,"  
on or about the 9th November, and  
"MOGUL" Line Steamer  
"MOGUL,"  
on or about the 24th November.

For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 19th October, 1896. [1570]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR PORT DARWIN, QUEENSLAND  
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship  
"CHANGSHA,"  
Captain Williams, will be despatched on  
FRIDAY, the 30th instant, at 4 P.M.

The attention of Passengers is directed to the  
Superior Accommodation offered by this Steamer.  
The First-class Saloon is situated forward of the  
Engines. A Refrigerating Chamber ensures the  
Supply of Fresh Provisions during the entire  
voyage.

A duly qualified Surgeon is carried and the  
Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 23rd October, 1896. [1616]

SAILING VESSELS.

FOR NEW YORK.

THE 3/4 A 1 American Ship  
"SAINT MARK,"  
Dudley, Master, will load here for the above  
Port, and will have quick despatch.  
For Freight, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 23rd August, 1896. [1577]

FOR NEW YORK.

THE 3/4 A 1 L 3/4 American Ship  
"WILLIAM H. SMITH,"  
Wilson, Master, will load here for the above  
Port, and will have quick despatch.  
For Freight, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 19th October, 1896. [1611]

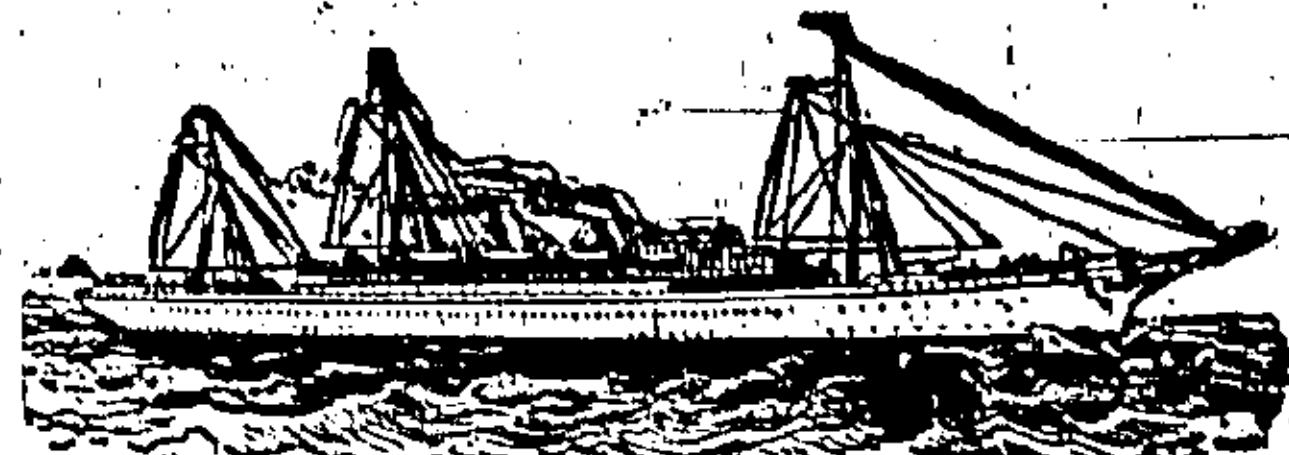
FOR SAN FRANCISCO.  
THE 100 A 1 British Ship  
"CLAN MACFARLANE,"  
Templeton, Master, will load here for the above  
Port, and will have quick despatch.  
For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 9th October, 1896. [1575]

FOR NEW YORK.  
THE L. L. I. American Ship  
"WILLIAM J. BUTCH,"  
Captain S. Lancaster, is loading for the above  
Port, and will have quick despatch.  
For Freight, apply to  
ARNOLD, KARRER & Co.,  
Agents.  
Hongkong, 12th October, 1896. [1595]

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 23rd October.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 25th November.  
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 23rd December.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF  
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12  
DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL  
TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent  
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is  
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which  
passengers to Great Britain and the Continent are given choice of  
Passengers booked through to all principal ports and AROUND THE WORLD. Return  
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,  
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan  
Government.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney  
Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for  
9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS,  
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS  
(the Company having received the highest award for same at recent Chicago World's Exhibition),  
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the  
Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by  
the Company, and their appointments and Cuisine are unequalled.  
For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,  
Paddy's Street. [3]

Hongkong, 30th September, 1896.

OCCIDENTAL & ORIENTAL  
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE.

VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
Doric (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea and Yoko-  
hama) ..... Tuesday, 4th Nov.,  
at Noon.

Belle (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama  
and Honolulu) ..... Saturday, 21st Nov.,  
at Noon.

Coptic (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama  
and Honolulu) ..... Tuesday, 8th Dec.,  
at Noon.

THE Company's Steamship  
"DORIC,"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA AND YOKOHAMA, on WEDNESDAY,  
the 4th November, 1896, at Noon. Connection  
being made at Yokohama with Steamers from  
Shanghai.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of the  
United States or Canada. Rates, and particu-  
lars of the various Routes may be obtained  
upon application.

Special rates (First-class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic and Civil Services, to European  
Officials in service of China and Japan, and to  
Government officials and their families.

Passengers who have paid full fare, re-embark-  
ing at San Francisco for China or Japan (or vice  
versa) within one year, will be allowed a dis-  
count of 10 per cent. This allowance does not  
apply to through fares for China and Japan  
to Europe.

All PARCEL PACKAGES should be marked to  
address in full, and name will be received at  
the Company's Office until Five P.M. the day  
previous to sailing.

Consular Invoices to accompany Cargo des-  
tined to Points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight or  
Passage, apply to the Agency of the Company,  
No. 7, Praya Central.

J. S. VAN BUREN, Agent  
Hongkong, 30th September, 1896. [2]

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS.

PRAYA CENTRAL HONGKONG.  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTEN'S GENUINE  
COMPOSITION RED HAND BRAND.  
HARTMANN'S GREY PAINT.  
DAIMLER'S PATENT MOTOR LAUNCHES  
&c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.

EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK.  
AT  
REASONABLE PRICES.  
Hongkong, 14th May, 1896. [60]

## Mails.

NORTHERN PACIFIC  
STEAMSHIP AND RAILROAD  
COMPANIES.

VIA INLAND SEA OF JAPAN.  
THE attention of Passengers is directed to  
the very cheap rates offered by this Line  
to the PACIFIC COAST and the INTERIOR  
and EASTERN CITIES of the UNITED STATES  
and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.  
Excellent accommodation. First-class Table.  
Doctor and STEWARDNESS carried.

HONGKONG TO NEW YORK \$350.  
The Railroad travelling is second to none on  
the American Continent. Magnificent Scenery  
of the ROCKY and CASCADE MOUNTAINS. The  
YELLOWSTONE NATIONAL PARK route. Passen-  
gers to EUROPE, may proceed by one of the first  
class ATLANTIC MAIL LINES.

HONGKONG TO YACOMA \$225.  
Rates of Passage to other Ports on application.  
Special rates allowed to members of Govern-  
ment Services.

PROPOSED SAILINGS FROM  
HONGKONG.  
(SUBJECT TO ALTERATION.)

Braemar ..... 3.00 | Wednesday | Nov. 4.  
Tacoma ..... 2.50 | Thursday... | Nov. 25.  
Victoria ..... 3.10 | Tuesday... | Dec. 5.  
Olympia ..... 2.60 | Tuesday... | Dec. 29.

THE Steamship  
"BRAEMAR,"  
Captain E. Porter, sailing at Noon, on WED-  
NESDAY, the 4th November, will proceed to  
VICTORIA (B.C.) and TACOMA (Wash.), via  
SHANGHAI, KOBE, and YOKOHAMA.

Through Bills of Lading issued to Japan,  
Pacific Coast Ports, and to Canadian and  
United States Ports.

Consular Invoices of Goods for United States  
Ports should be in quadruplicate; and one  
copy must be sent forward by the steamer to  
the care of the Freight Agent, Northern Pacific  
Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address  
marked in full) by 5 P.M., on the day previous to  
sailing.

For further information as to Passage or  
Freight, apply to  
DODWELL, CARLILL & Co.,  
General Agents.  
Hongkong, 19th October, 1896.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA,  
PERMAN, GAMBIA, CENTRAL AND  
AMERICAN PORTS.

THE Steamship  
"MIRZAPUR,"  
Captain E. G. Andrews, carrying Her Majesty's  
Mails, will be despatched from this for BOMBAY,  
&c., on THURSDAY, the 31st November, at  
Noon, taking Passengers and Cargo for the  
above Ports. This steamer connects at Bombay  
with the S.S. *Peninsular*, leaving that Port on  
the 28th November, for London direct.

Silk and Valuable, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into a steamer  
proceeding direct to Marseilles and London;  
other Cargo for London, &c., will be conveyed  
via Bombay.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents  
and Value of all Packages are required.

Shippers are particularly requested to note  
the terms and conditions of the Company's Bills  
of Lading.

For further Particulars apply to  
H. A. RITCHIE,  
Surgeon General.  
Hongkong, 22nd October, 1896. [143]

NORDDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN AND HAMBURG,  
PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS;  
ALSO  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON, AND SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on THROUGH  
BILLS OF LADING FOR THE PRINCIPAL  
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

Prussia ..... Tuesday... | 10th Nov.  
Sachsen ..... Tuesday... | 8th Dec.  
Bayern ..... Tuesday... | 5th Jan.  
Prins Heinrich ..... Tuesday... | 2nd Feb.  
Prussia ..... Tuesday... | 2nd March.

ON TUESDAY, the 10th day of November,  
1896, at 9 A.M., the Company's Steamship  
"PREUSSEN," Capt. P. Wetzel, with MAILED  
PASSENGERS, SPECIE and CARGO, will  
leave this Port as above, calling at NAPLES and  
GENOA.

Shipping Orders will be granted till Noon on  
SATURDAY, the 7th Nov. Cargo and Specie  
will be received on board until 5 P.M. on MONDAY  
the 9th Nov. and Parcels will be received at  
the Agency Office until Noon on MONDAY, the  
9th Nov. Contents of Packages are required.  
No Parcel Receipts will be signed for less than  
25 lbs and Parcels should not exceed Two Feet  
Cubic in Measurement.

The Steamer has splendid Accommodation  
and carries a Doctor and a Stewardess.  
Linen can be washed on board.

For further Particulars, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, 17th October, 1896. [1595]

Printed and Published by CHENYEN  
DUNCAN at No. 6, Paddy's Hill, in the City  
of Victoria, Hongkong.